

**THREE U. S. VESSELS
BY U-BOAT CALLED OVERT ACT**

The ship *Algonquin* was sunk last Wednesday in the state of "armed neutrality" in which the Government was placed by the President's announcement, although it apparently has no effect on the *Algonquin*, which is bound for the Lagoon, Algonquin, the city of Memphis, the Illinois and the Vigilance were sunk.

The President, as his next step, would call Congress in extra session even before its scheduled meeting date, April 10, was deemed likely, although the predominant view was that he would have an assembly the 15th, then inform them that a state of war had existed, since March 18, and ask real war measures.

MAY CALL ON NAVY

The navy may be called upon to take a vigorous hand, searching out and destroying submarines. But call for an army undoubtedly will await full authorization from Congress under a declaration of war.

The President studied dispatches from abroad up to the early hours of this morning, was up early to receive any further reports on the three latest ruthless sinkings from Consul Frost, Queenstown, and Consul General Skinner at London.

The messages at hand left but little hope that no American lives had been sacrificed. The report of men "missing" seemed to carry the doubtful conviction that they had perished when the German U-boats carried out their ruthless orders.

Sinking of the three vessels, the largest American haul yet made, was attended by circumstances that justify the Administration conviction that Germany was going the limit in her ruthlessness and that this nation could hope for no favorable exceptions.

But despite the act that the United States is nearer a call to arms today, there is untroubled calm in Washington, not only among officials, but among the people of the capital.

Apparently Washington, through ever-recurring experience with international shocks, is no longer susceptible to emotion. There is no war spirit in evidence and the extra session of Congress is being called to discuss the limit in her ruthlessness and that this nation could hope for no favorable exceptions.

But despite the act that the United States is nearer a call to arms today, there is untroubled calm in Washington, not only among officials, but among the people of the capital.

SENATORS BELLIGERENT

Only a few Senators are left in Washington, but those who are here, and who would discuss the situation, were inclined to be warlike.

"The sinking of these American vessels with their attendant loss of American lives is an act of war and as such we must deal with it," said Senator J. McCumber, of North Dakota, member of the Senate Foreign Relations Committee.

"War has been thrust upon us," said Senator Miles Poindexter, of Washington, "and there is but one response, to meet war and that is to make war, aggressively and with grim determination from the very outset."

Congress should be called in extra session next week, said Senator William E. Borah, of Idaho.

"This means war, nothing else. I have no doubt that the American response will be; it will be united response," said Senator W. C. Harding, of Ohio.

"The situation hardly could be more serious," said Senator Hoke Smith, of Georgia.

"If the sinking of these three American vessels is not an overt act, I do not know what you would call it," said Senator John W. Weeks, of Massachusetts.

"This is a very serious matter and not one for free discussion now," said Senator Allen Pomeroy, of Ohio, member of the Senate Foreign Relations Committee.

"If there can be an overt act this is certainly one," said Senator Duncan U. Fletcher, of Florida.

MEMPHIS MADE TEN VOYAGES TO WAR ZONE

NEW YORK, March 19.—Forty-eight men who were Americans by birth or by naturalization and nine others, several of whom were believed to be naturalized Americans, comprised the crew of the American freight steamship *City of Memphis*, reported from London as having been sunk by shell fire. The vessel itself, valued at \$600,000, had weathered safely many adventures in European waters on previous voyages since the war began.

Owned by the Ocean Steamship Company, commonly known as the Savannah Line, the *City of Memphis*, of 5252 tons gross, sailed from New York January 23 carrying 953 bales of cotton valued at \$400,000. This she delivered at Havre, France, and was on her way home in ballast when sunk.

Her captain was L. P. Borum, of Norfolk, Va., where he was born of American parents. Her other officers were all American-born except one.

The crew of the *Vigilancia* comprised forty-five men, of whom twenty-one were Americans, including Captain F. A. Middleton. Two of the twenty-one were naturalized and one had first papers.

The *Vigilancia* was built in 1890 for the New York and Cuba Mail Steamship Company, better known as the Ward Line. Until shortly after the outbreak of the war she was engaged in passenger and freight trade between this port, Cuba and Mexico. In 1914 she was engaged in the cotton-carrying trade from the United States to German ports. In March, 1915, while on the way to Bremen, she was seized by a British cruiser and taken into Kirkwall.

The *Vigilancia* registered 4115 tons gross. She was 320 feet long, forty-five feet of beam and was built at Chester, Pa.

The *Illinois* was a tank steamship owned by the Texas Company, of New York. She sailed from Port Arthur, Tex., February 17 for London. Marine records do not chronicle her arrival at the port from London. She was 390 feet long, fifty-two feet beam and was built in Newport News, Va., in 1913. Her master was Captain Iversen.

**TWO TORPEDOED SHIPS
PHILADELPHIA VISITORS**

Two of the three American ships reported sunk by German submarines have visited the port of Philadelphia. One of them, the steamship *City of Memphis*, called here on several occasions, once under charter of the United States Government, when she brought 300 marines from Mexico, following the trouble in Tampico.

The steamship *Illinois*, a tanker owned by the Texas Oil Company, came to this port in September of last year with a

**Opens Tomorrow
The National
House
Festival**

America's greatest exhibit of roses opens at noon tomorrow at the First Regiment Armory, Broad and Callowhill Streets and will remain open day and night from March 20 to 23.

Over a dozen of the finest dollar roses of the country—greater and more beautiful than any ever seen in Philadelphia's famous Flower show.

cargo of oil from Tampico. Her commander was Captain Iversen. Huge American flags were painted on both sides of her bow and stern and her name was painted in white in large letters along her sides.

Discharged from the Government service upon her arrival at the League Island Navy Yard, just before Christmas, 1914, the *City of Memphis* loaded a cargo of cotton and started for Germany. She was the second American vessel to take a cargo of this kind to Germany, after the outbreak of the war. Captain Borum was rebuked by the German authorities, because he sailed the *Memphis* up the River Weser, which was mined.

The *City of Memphis* was under fire from the guns of the Allied cruisers while loading a cargo of licorice at Scala Nuova, Turkey.

The *Memphis* had been chartered by the MacAndrews-Forbes Company, of Camden, N. J., to bring the cargo of licorice here. The cargo had been loaded and the *Memphis* was proceeding out of the Gulf of Scala Nuova when British and French cruisers, which were lying some distance away, began shelling the Turkish troops on shore. Bursting shells from the war vessels flew over the *City of Memphis*, striking shore so close to her that some of the debris was hurled upon the decks of the vessel.

For three days Captain Borum and his crew were subjected to this fire. Turkish batteries on shore began to answer the fire of the Allied fleet, and many times their shells fell into the water close by the *City of Memphis*.

Captain Borum brought the body of Walter M. Geddes, a former Philadelphian, who committed suicide in Smyrna after being badly beaten by Turkish soldiers. Mr. Geddes was in charge of a licorice plantation there when a raiding party stationed in that vicinity visited his plantation and beat him senseless. He recovered, but his injuries preyed upon his mind and he committed suicide some time later in a Smyrna hotel.

The *City of Memphis* docked here on that occasion on March 19, 1918. Huge American flags were also painted on her sides and the name *City of Memphis* stood out in bold relief from her sides, easily distinguishing her.

22 Missing on Three Torpedoed U. S. Ships

Continued from Page One

down in a few minutes with the Stars and Stripes flying.

The *Vigilancia* carried a general cargo from New York for Havre.

The *Illinois*, a tank steamship, was bound from London to New York in ballast.

British newspapers today ask the question: "What will President Wilson do now?"

English editors contend that the Germans cannot defend the sinking of the empty ships bound away from England except on the ground they were violating the prescriptions of Germany's declaration of ruthless "U-boat" warfare.

WASHINGTON, March 19.

Consul Frost at Queenstown cabled the State Department today that while thirty-three survivors of the sunken American steamship *City of Memphis* do not include Captain Borum, four other Americans and four non-Americans, indications are that they are safe aboard some merchant or Admiralty vessel.

Frost's message, undated, but manifestly sent yesterday, said:

"Thirty-three survivors *City of Memphis* do not include Captain L. T. Borum and four other Americans and four non-Americans, but indications are that these men are safe on board some merchant or Admiralty vessel which has no wireless."

"Captain's boat did not separate from others until 1 a. m. today and was picked up empty at 10 a. m. Weather meantime remaining moderate."

"Vessel cleared Cardiff 18th in ballast, with forty-eight persons, including twenty-nine Americans. At 3:55, 17th, submarine fired warning shot from three miles on starboard quarter."

"Vessel was stopped. Submarine approaching to one mile fired once more, fragments striking vessel, ship then only being able to read submarine signal to abandon ship. Instantly captain replied by long blast whistle signifying comprehension, then gave four short blasts signal to crew to take boats immediately, which was done in five minutes about 4:15. No injuries."

"Submarine then came up, hailed captain's boat, fired eight shots, sinking vessel about 4:40 p. m. apparent time. Conversation with captain's boat at present unknown."

"Weather heavy; southwest swell; moderate southwest breeze, sky squally. Weather improved during night."

"First officer's boat picked up by Admiralty ship 3:45 a. m. today. Chief engineer's boat 6:30 a. m. today by same vessel, landed Queenstown 4:30 p. m. without accident."

"*City of Memphis* carried wireless, but did not use same. Carried no gun. No attempt to resist or escape."

"When captain is located he may have further evidence."

"Survivors here included First Officer



MRS. BERTHA S. GRUENBERG
She has been appointed executive secretary of the Equal Franchise Society of Philadelphia, succeeding Miss Caroline Katzenstein. She is the wife of Fred W. Gruenberg, director of the Bureau of Municipal Research.

Charles G. Laird, Chief Engineer P. I. Percy, Assistant Engineer Fred Deville, M. J. Dierian, third officer; W. M. Thompson, R. J. Donohue and T. J. Welsh, wireless operator; and eight other Americans, ten Spaniards and Danes, one Swede, one Russian and one Chilean.

"*City of Memphis* stopped by submarine February 4 off Scilly Islands. Failure to use wireless this time was due to experience of former occasion, inducing belief that ship might be passed if wireless not started.

"Survivors will assemble Queenstown, pending instructions from owners, Ocean Steamship Company, 335 North River, New York."

**Doctrinal Debate
Stirs Conference**

Continued from Page One

criticism and the belief that the Bible is but a collection of allegories and myths were attacked, as were the "poisonous half-truths and the woeful effect upon young ministers," all of which, it was declared, are present in the seminaries. Jewish professors of Hebrew should be supplanted by Methodist ministers, it was added.

The criticism was unfortunate, denied the Rev. Doctor Parkin, who declared the charge that the seminaries were "nests of heretical teachings."

"We believe that we are living in 1917," he said. "I do not see any reason for censure of this course of study. There is no poison in it. We of Philadelphia are in an ultra-conservative belt, in which we take ourselves too seriously. I do not want the conference to go on record as opposing a course of study which meets with the approval of Methodism of other sections of the country."

An appeal to the conference to go back to the teachings of John Wesley was "spiked" by the speaker, who, amid many denials of his statements, declared that



Now! Put efficiency into your refrigerator—and inaugurate a new epoch in the kitchen. A dependable cold-maker—sanitary and economical—also is the practical home refrigerating device for which the world has long waited. Turns electric current into currents of dry, food-preserving cold. Simple—easily installed in any refrigerator. Maintains a low, even temperature—more economical than ice. Why tolerate ice refrigeration? Iko costs only \$275, L. O. B. Detroit. J. F. Buchanan & Co., 1719 Chestnut St., Philadelphia

there were utterances in Wesley's sermons that could not apply today.

"Take the sermon on 'The Cause and Cure of Earthquakes,'" he said. "It is neither good science nor good theology."

George Wharton Pepper, prominent Episcopal layman, delivered an address on Belgian relief and outlined a plan whereby "ration clubs" in Methodist churches could help feed Belgian children.

"One dollar a month for six months will keep one Belgian child supplied with food during that period," said Mr. Pepper.

The conference voted unanimously to form clubs in the various churches and instructions were given by Bishop Henderson to

the ministers to begin the work immediately upon returning to their charges.

"I am not so fearful for the Belgians and other suffering people as I am for the Americans—the selfish Americans," he said. "Just as surely as we are living we will be plunged into war or we will have to take the moral equivalent of war in bearing some of these burdens. This country is to be the last great nation to be drawn into war, if that happens. I pray that we will not. I hope that this form of atonement—relief of suffering—will be sufficient. We are so prosperous that we are likely to forget."

A vote of confidence in President Wilson

was passed. The Rev. Drs. A. G. ... B. Lynch and J. D. C. Hanna ... pointed a committee to convey the message to the President by telegram.

DANES GIVE UP ISLANDS

ST. THOMAS, March 19.—A royal Danish proclamation, announcing the transfer of the Danish West Indies to the United States and bidding farewell to the former subjects of King Christian, was issued here.

The proclamation expressed the conviction that the interests of the islands would best be served with them attached to the United States.

The House that Heppe built
FOUNDED IN 1865—ADOPTED ONE-PRICE SYSTEM IN 1881
C. J. Heppe & Son—1117-1119 Chestnut Street—6th and Thompson Streets

From the Public Ledger
March 8, 1917

"Those who heard Ossip Gabrilowitsch play Chopin at the Academy yesterday evidently felt that the music more nearly resembled a service of prayer in a temple than the conventional pattern of a concert . . . responding to all that is sensitive and subtle and poignant in the utterance of musical sound."

"There has not been a more completely satisfactory piano recital in the Academy in the experience of the present reviewer. It was all music that deftly applied the tonal pigment in sweeping strokes, as soft as they were sweeping."

"The ascending scales outpoured proved that, despite a physical law, fluidity can run uphill. The instrument ceased to be an instrument of percussion and merciless, halstone articulation. Not once during the afternoon did there come from the lower octaves of the piano that leonine yammer of resentment that means the piano has been punished to a white heat of madness, where sounds are indistinguishable for mere noise."



Ossip Gabrilowitsch

The above praise was given without premeditation by the Ledger critic and refers to the piano Gabrilowitsch uses.

Gabrilowitsch's Piano is a Mason & Hamlin

sold in Philadelphia exclusively at the Heppe stores



C. J. Heppe & Son
1117-1119 Chestnut St.
6th and Thompson Sts.

BONWIT TELLER & CO.

The Specially Shop of Originations
CHESTNUT AT 13TH STREET

ANNOUNCEMENT

The Vogue for Spring

of the

STRICTLY TAILORED SUIT

FOR WOMEN AND MISSES

Emphasized in This Collection of Individualized Tailleurs in Smart Mannish Types

29.50 39.50 45.00 up to 125.00

The distinguished simplicity and refinement of line of these mannish types suits, their elegance of proportion is gained by the highest degree of tailoring observed in the soft fronts, the narrow shoulders, close-fitting sleeves, snug-fitting collars and lapels, and the accurate treatment of every detail. These suits are featured in the fashionable fabrics and are presented in many diversified forms—individualized to express the personality of the wearer.

DEMI TAILLEUR & COSTUMES ELEGANTS

55.00 to 250.00

Original, unusual and distinctive expressions of the more formal modes in tailleur costumes developed in exclusive cloth fabrics, satin, faille, taffeta and poul de soie. Many of these suits show style-features and silhouettes exclusive with this Shop. To some are applied exquisite embroidery treatments done in self color as well as in antique gold and silver.

PHILADELPHIA AND READING RAILWAY COMPANY

PRESIDENT'S OFFICE
READING TERMINAL

TO ALL EMPLOYES IN TRAIN SERVICE:

March 17, 1917.

The action of the Brotherhood leaders in calling a strike at this time justifies an appeal to you to consider two vital issues.

FIRST: The Supreme Court of the United States has now before it for determination the questions of constitutionality and meaning of the "Adamson Act." If the law is held to be constitutional, the railroad employes subject to its provisions will receive the increased payments accruing under its terms from the first day of January, 1917. If the law is held to be unconstitutional, the whole question of your wages can at any time be re-opened between you and our Management and between the Brotherhoods and all the Railroads. Under these circumstances, can any citizen or body of citizens justify taking the law into their own hands and saying in effect: "We will have what we want regardless of the Supreme Court of the United States?" Do you think that public opinion—the final Court in such matters, which no man or body of men is strong enough to defy—will approve a course of action which, if followed uniformly by other citizens, would destroy the very foundations of law, order and free government?

SECOND: The delicate international situation justifies the assertion that there has never been a time in the history of our Country when it was of such vital importance to the Nation to have all Railroads efficiently operated to their maximum capacity. National Defense is the most vital issue before the Country today and preparations for defense will practically be halted if the Railroads are paralyzed by a strike. How can any patriotic citizen justify to his own conscience or to his fellow-citizens a course of conduct that may well be fraught with gravest peril to the Country. The Government and our fellow-citizens have a right to expect that all those engaged in the operation of our Railroads will, at this critical time, co-operate to the fullest extent to help prepare the Country for any eventuality. I confidently hope that you will see that the National Defense overshadows a wage controversy, that it is imperatively necessary for all to support the Government in rushing all preparations for defense, and that every Reading man will do his duty as a loyal American in helping to maintain every branch of our service.

I, therefore, appeal to you as employes and fellow-citizens to co-operate with the Management in keeping our Railroad working to its maximum capacity and to leave the question of wages, if it should not be settled satisfactorily to you by the decision of the Supreme Court, to be dealt with in an orderly way and without interfering with our Company's efficiency as an agency in forwarding preparation for National Defense.

AGNEW T. DICE.